

Van: Frank Menger

Onderwerp: BO-MIRT "Toekomstbeeld openbaar vervoer 2040" verschillende regio's slecht verbonden?
donderdag 11 juni 2020 9:25:26
Datum: [eu-ministersverklaring-ontwikkeling-van-internationaal-personenvervoer-per-spoor.pdf](#)
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Geachte leden van de Staten en gemeenteraden,

Is het huidig geschetste aanbod in het 'Toekomstbeeld openbaar vervoer 2040' wel in lijn met deze actuele handtekening van het Rijk in haar correspondentie richting Brussel? Als u het kaartje bekijkt dan is het aanbod bijzonder karig te noemen en niet in lijn met deze brief. Het lijkt er eerder op dat het Rijk als het om internationale treinen de belangen van de Nederlandse Spoorwegen volgt dan de zwaarder wegende belangen van de verschillende landsdelen die om betere verbindingen ook met snelle treinen via hun regio vragen. Ook mede door de volgende punten:

- [Zie conceptverslag Spoor. Citaat Cora vd Nieuwenhuizen ter herinnering:](#) Hamburg, Scandinavië: de heer Schonis heeft gewoon toegelicht hoe hij daartegen aankijkt. Ik heb daarover aangegeven dat we met prioriteiten aan de slag gaan op de zes plaatsen waar we het grootste effect kunnen bereiken. Dat neemt niet weg dat we openstaan voor andere verbeteringen, maar je begint natuurlijk daar waar het potentieel het grootst is.
- Op het kaartje van het 'Toekomstbeeld openbaar vervoer 2040' als het om internationale treinverbindingen gaat alleen de verbindingen die de Nederlandse Spoorwegen noodzakelijk acht. Bijna 2/3 van het land telt hier niet volwaardig mee.
- Door deze beperkte visie wordt wat in deze brief naar Brussel staat meer 'holle retoriek' dan ambitieus Nederland per spoor optimaal met de buurlanden verbinden
- Er zijn zeker verbindingen bij die graat andere partijen dan de Nederlandse Spoorwegen ontwikkelen willen, maar dan moeten deze partijen ook de steun hebben van de lokale en regionale politiek. Maar dan u moet u het wel kenbaar maken in de media dat u probleem hebt wat de Nederlandse Spoorwegen niet oplossen wil.

Hoop dat u deze informatie nuttig gaat gebruiken.

Met vriendelijke groet,

Frank Menger

Ministerie van Infrastructuur
en Waterstaat

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De voorzitter van de Tweede Kamer
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Ons kenmerk
IENW/BSK-2020/95633

Bijlage(n)
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Datum 4 juni 2020
Betreft EU ministersverklaring ontwikkeling van internationaal
personenvervoer per spoor

Geachte voorzitter,

Op 3 juni 2020 heb ik bijgevoegde politieke verklaring over Europese agendering van internationaal personenvervoer per spoor aangeboden aan de Europese Commissie. De verklaring is ondersteund door 25 Europese landen die zijn genoemd in de bijlage. Indien andere Europese landen zich later nog willen aansluiten dan kan dat.

De verklaring is mede een vervolg op het position paper internationaal personenvervoer per spoor (Kamerstuk 29 984, nr. 887) waarover de minister van Infrastructuur en Waterstaat u informeerde op 18 februari 2020. De verklaring roept op tot het Europees agenderen van het internationaal personenvervoer per spoor in het kader van de Green Deal en kondigt daarnaast de oprichting van een platform aan waar lidstaten samenwerken aan internationaal personenvervoer.

Door de COVID-19 crisis is het internationale personenvervoer per spoor fors afgenomen. Tegelijkertijd groeit in Europees verband, mede ook in het kader van discussie over een Europees herstelfonds, de oproep om het internationale personenvervoer verder te ontwikkelen en daarin te investeren. De Europese Commissie heeft voorgesteld om 2021 tot "Year of Rail" te benoemen. Ik juich dit van harte toe. Deze afgeronde verklaring kan in die context juist nu een bijdrage leveren.

Hoogachtend,

DE STAATSSECRETARIS VAN INFRASTRUCTUUR EN WATERSTAAT,

S. van Veldhoven - Van der Meer

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European Commission
Commissioner for Transport
Adina Vălean
B-1049 Brussels
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Enclosures

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Our reference

IENW/BSK-2020/95181

Date 2 juni 2020
Subject Statement on international railway passenger transport

Dear Commissioner Adina Vălean,

As a follow-up to the position paper on international rail passenger transport which I sent to you on the 28th of January this year, it is my pleasure to present you a political statement on improving international rail passenger transport and a list of member states and third countries that support this statement.

The COVID-19 crisis, which is affecting all of us, has a substantial negative impact on international rail passenger transport in the short term. Many economic sectors that are served by international rail passenger transport are closed down to a large extent, such as business travel, tourism and culture. This means that we have to consider how we want to support economic recovery including the rail passenger transport sector. The COVID-19 crisis could be a momentum for greening the transport sector with the help of international passengers transport by rail. Furthermore, under the Green Deal Initiative by the European Commission, climate change has become a key policy priority and it is clear that international railway passenger transport must be part of this agenda.

This political statement has been prepared in close cooperation with member states with the aim to signal the need for an European agenda on international rail passenger transport and to decide on the establishment of a platform of Member States, the European Commission, the railway sector and the European Passenger Federation. With the adoption of this statement member states show their political support in order to prepare next steps, identify priorities for improvement and share good practices amongst each other through a platform of cooperating member states and third countries. Cooperation with the European rail sector and the European Passenger Federation is a key element of the work of the platform.

The EU member states listed in the annex to this document plus Norway and Switzerland, are supporting this statement. Given the COVID-19 crisis it is not possible for Ministers to meet in person within the next weeks to formally sign such a political statement. As agreed with the Croatian Presidency, this initiative will be announced during the upcoming informal videoconference June 4th for EU Ministers of Transport. Consequently we can take the next step start with a cooperative platform of member states, third countries, European organizations and the European Railway sector. This platform could also provide input to the

European Green Deal initiative as well as for the Commissions initiative Year of the Rail 2021.

Yours sincerely,

the State Secretary for Infrastructure and Water Management,

Bestuurskern
Dir. Openbaar Vervoer en
Spoor
Veiligheid en Goederen

Our reference
IENW/BSK-2020/95181

S. van Veldhoven - Van der Meer

International rail passengers platform

June 2nd 2020

Political statement for coalition of the willing development international rail passenger transport

Introduction

The European Commission presented its proposals for Green Deal 11 December 2019. Part of it includes reduction of greenhouse gas emissions in the transport sector. International passenger rail transport is presently not performing to its potential within EU. Domestic rail markets are much further developed than international rail passenger market; at national level infrastructure and timetables / frequencies of services are planned at a higher standard than for international services. International rail has potential to increase its modal share for distances from 300-800km. There is an open market in the context of the 4th railway package for railway undertakings to offer rail services, however obstacles exist to live up to the potential. Other ongoing initiatives relevant for the development of international passenger rail include upcoming study commissioned by EC as requested by European Parliament, development of the TEN T network, Shift2Rail programming, development of rail passenger rights and market initiatives. The potential of international passenger railways was discussed at a high level meeting between Member States and third countries representatives and European Commission 15 November 2019.

The signatories want to express their will to work together to facilitate growth of international rail passenger market.

In the short term international passenger services by rail are severely reduced by COVID-19 measures and continues to fulfill critical functions for passenger transport. For the medium term the development of international passenger services is an opportunity to contribute to the Green Deal.

Considering

- The UN 2030 agenda for the sustainable development which is the global framework addressing i.a. the need of resilient infrastructures, sustainable cities and climate action;
- The EC Green Deal initiative from 11 December 2019, COM(2019)640 to transform European economy to become carbon neutral;
- The European Court of Auditors Special report n° 19/2018: A European high-speed rail network: not a reality but an ineffective patchwork highlighting shortcomings for international passenger railway services;
- The proposal from the European Commission from 4 March 2020, COM(2020)78 to designate 2021 as European Year of Rail;
- The Dutch position paper from 30 January 2020 on the need of a European agenda on international rail passenger transport;
- Initiatives from the market to develop international passenger services. E.g. Eurostar London to Amsterdam, High speed services Milan – Paris, domestic and international night services;
- Recognizing that the value of international passenger services increases with improved network connections;
- The support from European rail sector parties and European Passenger organizations to cooperate on a European agenda for international railway passenger services (tbc);
- The involvement of the users perspective is key in any improvement efforts in international rail passengers transport;
- Public and political calls to develop a wider international rail passengers network;
- The proposal from the European Commission to enhance Rail Passenger rights which is being discussed between EU Transport council and European Parliament;
- The need to develop better and accessible services to passengers based on a European innovation, e.g. the Shift2Rail agenda in the railway sector or the Payment Service Directive 2 in the financial sector;

The Ministers, signatories

- Express their commitment to support a European agenda for international passenger rail which builds upon the existing EU initiatives and should offer the legal and otherwise framework for attractive alternatives to make railway become an attractive alternative in distances in which it is not currently competitive and work together in this context with all EU Member States, European Commission, European Railway Agency, Shift2Rail and OTIF;
- Decide to establish a platform of Member States and third countries in close cooperation with European Commission with the aim of cooperation on improving international rail passenger services and including international rail passengers as part of the EC Green Deal initiative in a comprehensive way. The platform shall take due account of the work of other initiatives;
- Wish to assess, within the context of the aforementioned platform, the functioning of the relevant market for international rail passenger connections of capital cities as well as of other relevant ones. Existing corridors in the framework of the TEN-T network may be used. The assessment will include demand patterns, present service levels (transport times, frequencies, prices, etc.), public service obligations, infrastructure capacities, timetabling options and interoperability questions.
- The platform intends to cooperate closely with infrastructure managers, railway undertakings, competent authorities, other sector representatives and European passenger organizations;
- Invite railway sector and relevant 3rd parties innovation platforms at European level to establish a high level platform with strategic aim of improving the cross-corridor conditions for international rail passenger services. This will include initiatives of digital solution allowing to easily book and buy tickets and user-friendly and effective multimodal trips;
- Intend to establish a calendar for monitoring the progress on the aforementioned actions within one year.

Annex

List of first countries supporting the political statement on developing international rail passenger transport

Austria

Leonore Gewessler
Minister of Climate Action,
Environment, Energy, Mobility,
Innovation and Technology

Czech

Karel Havlíček
Deputy Prime Minister, Minister
of Industry and Trade and
Minister of Transport

France

Jean-Baptiste Djebbari
Minister of State for Transport,
attached to the Minister for the
Ecological and Inclusive
Transition

Hungary

László Mosózi
Minister of State for Transport

Latvia

Tālis Linkaits
Minister of Transport

Norway

Knut Arild Hareide
Minister of Transport and
Communications

Romania

Lucian Nicolae Bode
Minister of Transport,
Infrastructure and
Communications

Slovakia

Andrej Doležal
Minister of Transport and
Construction

The Netherlands

Stientje van Veldhoven
State secretary of Infrastructure
and Water Management

Belgium

François Bellot
Minister of Mobility

Denmark

Benny Engelbrecht
Minister of Transport and
Housing

Germany

Andreas Scheuer
Minister of Transport and Digital
Infrastructure

Ireland

Shane Ross
Minister of Transport, Tourism
and Sport

Lithuania

Jaroslav Narkevič
Minister of Transport and
Communications

Poland

Andrzej Adamczyk
Minister of Transport

Spain

José Luis Ábalos Meco
Minister of Transport, Mobility
and Urban Agenda

Slovenia

Jernej Vrtovec
Minister of Infrastructure

Bulgaria

Rossen Jeliakov
Minister of Transport

Finland

Timo Harakka
Minister of Transport and
Communications

Greece

Kostas Karamanlis
Minister of Infrastructure
and Transport

Italy

Paola De Micheli
Minister of Infrastructure
and Transport

Luxemburg

François Bausch
Minister for Mobility and
Public Works

Portugal

Pedro Nuno Santos
Minister of Infrastructure
and Housing

Sweden

Tomas Eneroth
Minister of Infrastructure

Switzerland

Simonetta Sommaruga
Minister of Environment,
Transport, Energy and
Communications

Een krachtig OV in 2040

Legenda

- OV logische keuze
- OV vaak & snel
- OV comfortabel & snel
- OV snel internationaal
- OV verbindt

